



**HONDA**



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F i r s t m a n , t h e n m a c h i n e





rr-  
type

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Integrat

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**Phwoor** *R*

'Want to  
Integrate



# Track Record

Honda has a long and distinguished heritage producing cars that deliver the highest levels of performance, on the road or on the circuit. Hardly surprising for a manufacturer whose first car was a race car. Winners of 6 Formula 1 Constructors Championships, 1986 - 1991 and 5 times Formula 1 World Drivers Champions with Nelson Piquet, Alan Prost and the late great Ayrton Senna. In America, Honda won the 1996 and 1997 CART/PPG Indy Car World Series with drivers Jimmy Vasser and Alex Zanardi respectively. Honda currently competes in the British and German Touring Car Championships with a factory Accord team. The result - Integra Type-R.

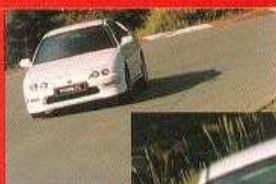
- 6 Formula 1 Constructors Championships.
- 5 Formula 1 Drivers Championships.
- The first 100bhp per litre non turbo road car.
- The first practical variable valve timing and lift system in a road car.
- The first all aluminium supersports car.
- Winner of the 1996 and 1997 CART/Indy Car Drivers Championships.
- Winners of Touring Car races across Europe.
- Class winners in the 1996 Le Mans 24hr.

*to know what it's like to drive a BTCC Honda? The searing 190bhp Type-R is about the closest you'll get on the road'* **Autocar** - 27 August 1997



# Phwoo *R*

'Want to  
Integra



## **Picture** *this...*

Integra Type-R has the winning formula for breathtaking performance. Designed with minimal weight, its 1.8 DOHC VTEC engine provides a continuous power surge through optimised gear ratios and torque sensing limited slip differential. The stiffened chassis and low profile tyres help maximise Type-R's exceptional cornering capability, and allow you to enjoy the balance, the responses and the sheer performance of this ultimate driver's car.

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Type-R is about the closest you'll get on the road' **Autocar** - 27 August 1997



#### **Engine**

Type - 1.8 litre 16V DOHC VTEC 4 cyl in line

Displacement (cc) - 1797

Max Power kw (ps)/rpm - 140 (190)/8000\*

Max Torque N-m/rpm - 178/7300\*

Kerb Weight - 1140\*

#### **Performance**

Max Speed (mph) - 145\*

Acceleration 0 - 62 mph (secs) - 6.7\*

Acceleration 0 - 400m (secs) - 15.0\*

\* Manufacturer's calculated data - correct at time of printing.



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'If you want to know what real top-end power feels like, the Integra R will get you closer to Tarquini's weekend car than anything this side of a Ferrari 355. The Integra's engine doesn't just haul harder than the regular VTi, it does it with more "tingle" factored into the experience... from 5,800 to 8,400 rpm in second, third and fourth, the hairs on the back of your neck will wriggle like corn in a stiff breeze. Every time the induction starts to howl, every time the close ratio five-speed box slam-dunks the revs back into the heart of the power band. It's as if someone has wired up your scalp... On the fast but occasionally lumpy and camber-unfriendly roads around Silverstone the degree of structural integrity the

R measures bring to the party is extraordinary. The Integra R is one of those rare cars that doesn't have to sacrifice control for comfort; it has both. Its firmness keeps the tyres planted to the road but doesn't allow sharp inputs to upset the body's composure. No shudders, no crashing, just platinum-coated poise, grip and stability. It feels as though it's got a full roll cage... If the Civic VTi's top-end violence rates an 8.5 on the thrillometer, the Integra R scores 11.1. The first time it ripped up to 8.4 (in second) it left me dazed. By the time it had done the same thing in third, I was hooked. And when it kept on hauling in fourth, I began to understand...'

**Autocar** - 27 August 1997

**'R** - *stands for racing*  
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# 'Integra - ra ra ra'

'The Integra R's engine has one of the highest specific outputs in the world, at over 106 bhp per litre and its spec reads like a race engine's: low friction molybdenum-coated pistons, lightweight valves, high volume air cleaner, single intake manifold and large diameter throttle body and even hand-finished inlet ports. The clutch and fly-wheel are lightweight, the gearbox has a low ratio final drive and there's a helical limited-slip diff to help the front wheels grip... it turns in sharply with barely any roll and grips strongly, more power is applied - especially low gear corners - the inside front wheel starts to spin, the nose runs wide, then the limited-slip diff does its stuff and traction returns... in terms of straight line speed the fastest Honda short of an NSX.'

**BBC Top Gear Magazine** - October 97



**'The 190bhp 16 valve motor**

**makes its maximum power**

**at 8,000rpm and most of**

**that happens above 6,500.**

**At this point the engine note**

**changes from a purposeful**

**hum to a 'don't mess with**

**me' scream. It's so addictive**

**you'll be downshifting the**

**close ratio five speed box**

**just to hear it.'**

**BBC Top Gear Magazine** - October 1997





'If you like life in the fast lane read on, because the Integra Type-R is no ordinary Honda, and no ordinary coupe. The 'R' stands for racing, and the Integra - coming soon to the UK - is the first model to bear fruits of Honda's high performance 'R' range of sports cars.'

**Auto Express** - 27 August 1997



*All - White **195bhp**  
Integra coupe  
bound for Britain*

'The Type-R is fantastic fun to take by the scruff of the neck and drive hard.'

**Auto Express** - 27 August 1997

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'Just one look tells you this is a serious car. The front spoiler is exceptionally low, while the rear spoiler is nearly high enough to peak over the roof. Exclusive 11-spoke alloy wheels and type-R decals complete the sporting picture.'

'Here is a real wolf in sheep's clothing, though. There may be only a 1.8-litre engine under that bonnet but hi-tech VTEC technology gives it a whopping 190 bhp. Combine that with the car's relatively low weight and you have performance to rival sports cars which cost more than twice its sub-£25,000 price.'

'At low revs it's pretty docile, but keep your foot firmly down on the throttle until 6,000 rpm and you hit warp drive. Best of all, you've still got another 2,500 rpm before the rev limiter kicks in. Keep in that pleasure zone and the Integra covers the test track at a pace to embarrass supercars.'

'The engine may be screaming, but it's from pleasure, not pain. This is a car that loves to be pushed hard and keen drivers will love the excitement and challenge... Any car that puts such a big smile on its driver's face, must be doing something very right indeed.'

**Auto Express** - 27 August 1997

## **'Honda** *turns on the heat*'





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